Daily Diary Report by Bid Item

Contract No.: **04-0120F4**

Diary #: **1070** **Const Calendar Day:** 643 **Date:** **09-Mar-2014** **Sunday**
Inspector Name: **Brignano, Bob** **Title:** **Transportation Engineer**
Inspection Type:
Shift Hours: **Break:** **Over Time:**
Federal ID:
Location:
Reviewer: **Schmitt, Alex** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition**

Working Day ☑ If no, explain:

Diary:

Dispute ☐

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

There is no work in the field on this operation today by ABF. Work on setup of the Townsend Test (Test IV) test rigs for TR's 12 and 13 is ongoing.

TOWER ELEVATOR BOLTING:

This evening about 2100, I discuss the issue with the bolts that connect the elevator rail sections - DTI's issue - to CT Mahmoud Khandaghabadi. There was an issue on Friday 3/7/2014 night and I provided comments on this issue Saturday 3/8/2014. I suggest to CT Mahmoud Khandaghabadi this evening the following steps for tonight's work:
>Add lubricant to the nut threads and the face of the nut in contact with the washer. I noted that inspection torque values determined with the previous lubrication condition are no longer valid.
>Use a torque wrench and note the torque values, so that we can ensure that excessive torque is not applied to the bolt. A reasonable torque value is in the range of 500 ft-lbs. Friday night's tensioning with torques up to three times this amount of torque are too high for torque – could get torque failure of the bolt. These previously tensioned bolts with high torque values will be addressed at a later date.
>Match-mark the nut, with the reasonable turn of the nut amount being 2/3 to 1 turn. Less turn of the nut rotation will likely result in less than acceptable tension, and more turn of the nut rotation will likely result in over-tensioning.
>Check the DTI's with feeler gauges, which should end up with acceptable compressed gaps if the target rotation is used. If closing half of the gaps in the DTI's with torque and turn amounts suggested above is not achievable, do not proceed farther with more torque and/or rotation amount. If this happens, we will address this issue at a later date.